# GENERAL NEWS

The exports of American manufac-tures during May reached \$15,199.402, and constituted 25.72 per cent. of our total exports. The exports for eleven months ending with May have been \$168,506,571, or 20.71 per cent. of the total exports of the period. The exports for the corresponding eleven months ending in May, 1893, were only \$145,753,250 \$142.582.832, or 18 27 per cent. of the total exports. The exports for the entire twelve months of the fiscal year will reach about \$182 000 000, which will be larger by \$13,000,000 than the highest previous year, and larger by a much greater amount than any other year of American exports of manufac-tures. The percentage of manufac-tures to other exports will also be larger than in any other year, unless possiply in 1877, when the total exports were only \$632,980,854, against a probable total for the present year of \$875,-000,000. Shipments of cotton cioths advanced from \$8.142,124 in eleven months of 1893 to \$10,567,464 in eleven months for 1894; scientific and electri-cal apparatus, from \$1,228,298 to \$1,-412 623; household furniture, from \$2,-818 261 to \$3.064,128, and books and printed matter, from \$1.582,729 to \$2,-413,266. The total loss on dutiable ar ticles for eleven months is from \$389, 851,071 to \$253,820,743, while on articles free of duty it is only from \$407, 055,307 to \$349,391,351.

The appearance of a galaxy of Read-ing officials at Treschow Tuesday is reported to have aroused a great deal of excitement in that quiet neighbor-hood. The party went over the Jersey Central road from Silver Brook and their errand to the place above named is puzzling many, insemuch as they had never any business in that neighborhood to claim their attention. But which they are interested throughout from what can be learned it is possible that the Reading intends extending a are being quartered in General Super-branch to Beaver Meadow and Van intendent Frank Shepherd's private car party embraced all the leading officials is being drawn by a special engine of the Reading and the private car Among the members of the perty are "Transit" was their mode of convey General Superintendent Frank Shap-

Side Coal company, according to the Carbondale Leader, will be renewed in a few days. The sinking of the slope has been suspended for some time for wards, superintendent of the Kingston Coal company at Wilkes-Barre; Irvin Coal company at Wilkes-Barre; Irvin erations began again yesterday. The slope has already been sunk to the depth of 110 feet, and coal was reached at this point. The rock and dirt has been deposited along the interior of the slope, and as soon as this can be removed with the recently placed engine, the active mining of coal will begin. Three shifts will be put on and the work will be pushed rapidly forward. It is estimated that there is at least 100,000 tons of coal in the tract topped by this new opening, and employment will be given to a number of men and boys as soon as the place is put in op-

Concerning the return of Arch F.

Liw, of this city, from a brief pleasure trip to Liverpool, the Pittston Gazette Pittston Gazette, "while is not very trip to Liverpool, the Pittston Gazette notes the fact that while in Liverpool Mr. Law had an interview with James Bain, chief engineer of the Cunard line, in regard to his father's patent electrolling cartridge and recaired and even to third class runs.

The Lebigh Valley roal," says the Pittston Gazette, "which is not very encouraging to the old employes. A number of long service engineers of first class trains have been transferred to second and even to third class runs.

This Cut Mears—Quiet, steady.

Land—Quiet, shade weaker: western, strain closed 87.35; city, 6/4a6/4cc; July, 87.30; September, 87.30; refined, easier: continent, 87.35; South America, 87.85; to second and even to third class runs. trollic cartridge, and received an order to ship by the Campania, which sails next Saturday, some samples of the improved cartridge to be tried on the Lucania and Campania, as they have been tried in other places with great

One of the unpleasant possibilities of the use of culm as a railway ballast is thus illustrated in a Hazleton paper which notes that a portion of the filling under the Lehigh Valley ratiroad east of Audentied was recently discovered to be on fire. Road Foreman Carlin and Outside Superintendent Hayes, of the Yorktown colliery, blended forces and began at once shovelling the burning culm and ashes from beneath the track. The fire had already burned to a depth of twenty feet and extended for a distance of fifty feet along the roadbed. Engine 79, of Delano, with a good supply of water, was dispatched to the scene and the greater portion of the burning cuim having been shoveled out, water to the thousands of gailons was poured in the opening until not a spark of fire could be seen. The fire originated from a number of ties that were used as crib-bing being ignited by sparks from passing locomotives. Had the fire re-mained undiscovered for a week or a few days it would doubtless have made its way down to the crop of the vern for the filling where the incipient sparks multiplied extended into the mines and was used to block a large breach.

While the traveling salesmen have a committee at Washington trying to induce congress to bass a law to permit the railroads to issue interchangeable mileage tickets, a half dezen roads in Indianna and Ohio which have had such tickets on sale for several years have gotten tired of it and are abandoning the practice. The only line absolutely sure of its revenue, it is declared, is the one selling the ticket. The roads are inclined to be incredulons concerning the promise of the commercial men that if allowed the tic-



#### Without the Sun the Earth Would Be a Waste.

Its genial rays mean life. Sometimes, though, the heat disagrees with you. Maybe it will be only a triffing ailment-may be exhaustion and most serious. A lit-

Johann Hoff's Malt Extract

kets they will stop the dealings with scalpers. Such tickets would open a wide field for the scalpers if the com-mercial men should deal with them

Superintendent Graham, of the Wilkes-Barrs and Wyoming Valley Traction company announces, in consequence of the completion of pending negotiations, that the work of putting the trolley line through Pittston bor-ough will be begun next week. A meeting of the Pittston Citizen's ad-visory committee is called for tonight, when the Traction officials will be present, and the questions of the grade of Main street will be decided. The burgess and committee of council have engaged Civil Engineer Bartl, of this city, to give the grade of the street as

Potter & Folwell, sanitary engineers of Gotham, estimate that the cost of sewering Pittaton borough would be \$108,372 90 This estimate includes a sewer on every street in the borough limits, and it is estimated that there are twenty-four miles of street in the borough. The estimated cost of building a sewer on Main street, from line to line, is \$10,083, and for a sewer from Union street north, to Railroad street south, under that portion of the street that is paved, \$7,000 is the estimated cost. The sewers on the side streets will be of pipe, from 8 inches up to 30 inches. The sewer on Main street will be of brick, except in one district up town, where pipes will answer the purpose, and it will be nine feet underground. There will be three other sections of the sewer off Main street built of brick. The maps and specifications baye been given to Engineer Bartl, of this city, for examination, and when he has gone over them, they will be presented to the Pittston council for A number of well known coal mag-

ontes and Pennsylvania mining officials inspected the collieries of the Mineral Railroad and Mining company and the Union Coal company yesterday. Taey are making a tour of the mines in the Spamokin section of the state and Wickle's Coleraine collieries. The and Pullman sleeper Iolanthe, which "Transit" was their mode of convey ance. J. H. Warg, the Jersey Central dispatcher, piloted the party from Silver Brook to Tresckow.

"General Superintendent Frank Shepherd of Altoons; W. H. Joyce, general freight agent of Pennsylvania railroad, of Philadelphia; Joseph Stick-Work on the new slope of the West Side Coal company, according to the Carbondale Leader, will be renewed in or the William Penn Coal company; Pennsylvacia Coal companies, and Morris Williams, superintendent of the Mineral Railroad and Mining company. They had already inspected the Primrose colliery at Minersville as well as the Lytle colliery near the same lace and the William Penn colliery. The engineer of the locomotive was Andrew Chambers, probably one of the best known railroad men in the United States. His fireman was Mr. Michaels. Mr. Chambers is the favorite engineer of Roberts and has been on nearly every railroad in this country in the capacity of engineer of President Roberts' official tours.

> such as freight, coal and gravel trains, the first class runs being given to the new non-union engineers who came to the company's rescue during the strike last fail. It is understood that the change is made in order to keep the non-union men from accepting the in-ducements offered them to go to the west. Among the engineers so far reduced is Mumford Nonnemacher, of this place, who yesterday completed his fifteenth year of service as engineer on the Valley road and who has been running one of the fast express trains. Pursell and Seerfoss, also old time engineers on the Wyoming division, have been reduced, and others are expecting similar orders any minute. The men are not doing much kicking. They say it would be useless. They did not blame Superintendent Mitchell in the least, knowing him not to be responsible for the order. He has told the men that he is but obeying the order of higher powers, and that he opposed it as much as possible."

MINOR INDUSTRIAL NOTES:

The Delaware and Hudson has been assed \$4,626,120 personal property in New

The Society for the Promotion of Engi neering education will hold its first annual meeting in Brooklyn, N. Y., Aug. 20 to 23. Edward Hughes, who was last year burgess of Hughestown, near Pitiston has en appointed superintendent of Johnson & Co.'s mines.

The Employes' Insurance association started on the Reading road when Austin Corbin was its president, is still maintained and highly approved by the receivers of the read-

Justice Brewer has rendered a decision at Omaba declaring unconstitutional the Nebraska maxium freight law. The law has been under test since its enactment two years ago.

President Tuttle says that Boston and Maine earnings are from 10 to 15 per cent, behind what they were a year ago. Up to August the comparison is with montas of big earnings last year.

The strike has created quite a boom in business with the express companies. Not in many years, it is stated, has their busi-ness been heavier than since the strike was inaugurated and stopped freight

Dyspepsia and Indigestion

In their worst forms are cured by the use of P. P. P. If you are debilitated and run down, or if you need a tonic to regain run down, or if you need a tonic to regain flesh and lost appetite, strength and vigor, take P. P. P., and you will be strong and healthy. For shattered constitutions and lost manhood P. P. P. (Prickly Ash, Poke Root and Potassium) is the king of all medicines. P. P. P. is the greatest blood purifier in the world. For sale by all drungists.

FINANCIAL AND COMMERCIAL.

New York, July 12.—A quiet condition of affairs prevailed at the stock exchange today. Early transactions in the general railway list were at concessions of 1/4 to 1/4 tle care would avoid this. The taking of

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Johann Hoff's Malt Extract

would "set you right"—would "keep you right." It is a nutritive stimulant, but not an intoxicant. It exalts the energies, aids digestion. Beware of imitations.

Look for signature of "Johann Hoff" on neck label.

ered.

The feature of the day was the activity in American Sugar, of which 55,000 shares changed hands out of a total of 114,000 shares. The stock declined to 97, rallied to 98% and recorded to 97%. The early decline was due to the decision of Judge Barker, of the Massachusetts supreme court, in the suit brought against the company for not filing its annual report with the state authorities. Chicago Gas, after declining to

73% rallied to 77%. Lead, Cordage, and 73); railed to 77%. Lead, Cordage, and General Electric were in better request. In the final dealings American Sugar developed renewed weakness, but the general list held tolerably firm. The passing of the Louisville and Nashville dividend, the failure of L. Dale Alexander & Co., members of the Stock exchange and rumors of heavy gold shipments had no effect.

The following complete table showing the day's fluctuations in active stocks is supplied and revised daily by LaBar & Fuller, stock brokers, 121 Wyoming avenue:

Open-High-Low Closing, est. est. ing.

ing.	ost.	est.	mg.
Am. Cot. Oll	100	97	6714
A. T. & S. F 514	554	554	056
Can. So.	2444	2111	14100
Cen. N. J	10554	10174	10316
Q., B. & Q	75	7114	7450
Chic. Gas.	7436	1976	7156
C. C. C. & St. L	1100		****
Col., Hock, Val. & T. D. & H	12094	12504	12007
D., L. & W 13036	10010	15054	15054
D. & C. F 2414	2454	2334	2336
Erie	14	1874	- 3814 - 3814
G. E. Co	129	12814	179
L. & N	4456	4434	4456
Manhattan	2654	2656	2614
Miss. Pac	2854	37.54	2014
	Big	916	016
N. Y. & N. E 916 N. Y. Central 934	97	19034	19016
N. Y., O. & W 15	15	1444	1454 1345
N. Y., S. & W 1776 U. S. C. Co 2176	120	2136	1018
North Pac 354	334	33.7	354
North Pac. pf 14	103	14	14
Omaha 35)4	8059	3516	, 3516
Pac. Mail	1744	17	1750
Rock Island 6634	tillia	6656	66%
R. T 1114	1334	1114	1134
St. Paul	1876	5014	1816
T. C. & I	101M	856	834
Union Pacific 11	11	11	11
Waliash pf	1456	14	14
Western Union 84%	8136	1017	8416
W. & L. E. pf 1044	1038	1024	1054
The second district the second		+2.00	10.00
Chicago Grate and	Penn	latons	

Chicago Grain and Provisions, "SCRANTON, July 12.—The following quota-tions are supplied and corrected daily by La-Bar & Fuller, stock brokers, 121 Wyoming ave-

Title.			
WHEAT.	July.	Sent.	Dec
Opening	5616	5816	613
Highest	5656	5934	623
Lowest	DHA	5836	
Closing	1163	585g	613
Opening	4194	423.4	
Highest	41974	4.94	
Lowest	4294	4216	11.2
OATS.	43	425%	613
Opening	3014	2916	
Highest	117	2595	- 1
Lowest	3314	9675	
PORK.	28	2914	***
Opening	1255	1270	
Highest	1235	1970	- 000
Lowest	1255	1257	- 22
LARD.	1255	1200	300
Opening	083	187	22.
Highest	693	157	
Lowest	673	683	- 00
Cleaning.	673		
SHORT RIBS.	41.00		
Opening	655	100	200
Highest	655		
Lowest	052	1672	
Closing	652	652	
	_		-

New York Produce Market. NEW YORK, July 19,-FLOUR-Less ac

NEW YORK, July 12,—FLOUR—Less active, steady.

WHEAT—Less active, easier, closing firm; No. 2 red store and elevator, 5914c.; afloat, 6014c.; f. o. b., 6034a6094c.; ungraded red, 57a61c.; No. 1 northern, 6734a 68c.; options closed weak at 3434c. under yesterdar; No. 2 red, July, 594c.; Angust, 60c.; September, 6134c.; December, 65c. CORN—Quiet, firmer; No. 2, 4734a475/c.; elevator; 434a433/c. afloat; options were dull and firm at 14c. advance: July, 474c.; August, 4734c.; September, 4734c.

OATS—Dull, steady; options, dull, lower, steady; July, 45c.; August, 244c.; Septembur, 3934c.; No. 2 white, July, 4634c.; spot prices, No. 2, 52c.; No. 2 white, 50c.; No. 3 white, 50c.; mixed western, 53a53c.; white do, and white state, 52a50c.

lo, and white state, 52a59c. BEEF-Quiet, firm. THERCED BEEF-Dult.

continent, \$7.50; South America, \$7.50; compound, 6a6\c.; compound, 6a6\c.; Ponk—Quier, firm.

BUTTER—Dull: state dairy, 12a18\c.; do. creamery, 15a19c.; Pennsylvania do. 15a19c.; western dairy, 10\c.; do. cream.

ery, 1\c.; do. factory, 10\c.; elgins, 18\c.; do.; mination creamery, 12a15c. CHEESE—Fair demand.
EGGS—Quiet, lower: state and Penn-sylvania, i3a13½c., western fresh, 11½a 13½c.; do. per case, \$1.50a2.50.

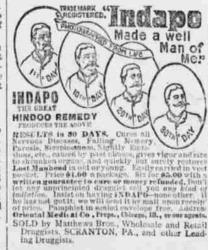
Philadelphia Tallow Market. PHILADELPHIA, July 12.—Fallow was dull and unchanged. Prices were: Prime city in bogsheads, 414a414c.; prime country, in barrels, 414c.; do. dark in barrels, 594a 4c.; cakes, 414c.; grease, 314c.

Poterraphet REVIVO RESTORES VITALITY. Made a Int Day. Well Man

15th Day. of Me. THE GREAT Sorb Day

FRENCH REMEDY roduces the above results in 30 days. It as owerfully and quickly. Cures when all others fa room will recover their youthful vager by using REVIVO. It quickly and surely restores Nervous-ness, Lost Vitality, Impotency, Nightly Emissions, Lost Power, Falling Memory, Wasting Dissars, and all effects of self-abuse or excess and indiscretion, which units one for sonly, business or marriage. It agreat nerve tonic and blood builds is agreat herve tonic and blood builder, bring ing back the pink glow to pale cheeks and re-storing the fire of youth. It wards off insanity and Consumption. Dasie on having REVIVO, no other. It can be carried in vest pocket. By mail \$1,00 per package, or six for \$5.00, with a post tive written guarantee to cure or refund the money, Circularfree, Address ROYAL MEDICINE CO., 53 River St., CHICAGO, ILL.

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these symptoms?

Are its cheeks wan and pale? Is it losing weight? Is it puny and feeble? Does its flesh lack firmness? Is it fretful and peevish? Does it sleep too much?

Does it pass its food undigested? Is it not doing well? Does it throw up its food? Is it backward in teething? Is it recovering from illness? In all these conditions

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Licensian tickets sold at all stations on D.

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### per cent, due to the announcement of a strike on the St. Paul road. The report gained more credence in London than it did here. As a matter of fact the street has about come to the conclusion that the labor troubles as far as the stock market labor troubles as far as the stock mark On August 15th, 1894, to consumers of

Gail & Ax's NAVY Long Cut TOBACCO.

ALSO 50 ELEGANT GOLD WATCHES. 75 HANDSOME MANTEL CLOCKS. 100 ELEGANT NICKEL WATCHES.

Save your Empty Paper Wrappers. Your Dealer can furnish full particulars. FOR PRICES

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Preserve Those Pic-

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Has your Baby any of

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LEHIGH AND SUSQUEHANNA DIVISION Anthracite coal used exclusively, insuring cleanliness and comfort. TIME TABLE IN EFFECT MAY 20, 1894

CENTRAL RAILROAD OF N. J.

Time Table IN EFFECT MAY 20, 1894.

Trains leave Scranton for Pittston, WilkesEnrre, etc., at 8 21, 9.15, 11.30 a.m., 12.50, 200,
3:00, 5:00, 7:25, 11.05 p. m. Sundays, 9.00 a.m.,
1:00, 2:15, 7:10 p. m.

For Atlantic City, 8:20 a.m.,
For New York, Newark and Elizabeth, 8:33
(express) a.m., 12:30 (express) with Buffer
parlor car), 3:30 (express) p. m. Sunday, 2:11
p. m. parlor car), 3.30 (express) p. m. Sunday, 2.11 p. m.

FOR MAUCH CHUNK, ALLENTOWN, BETHLEWEM, EASTON and PHILADELPHIA, 8.30 a. m.,
12.90, 3.30, 5.00 (except Philadelphia) p. m.

Sunday, 2.15 p. m.

FOR LONG BRANCH, OCEAN GROVE, etc., at
8.20 (with torough car) a. m., 12.30 p. m.

For Reading, Lebanon and Harrisburg, via
Allentown, 8.20 a. m., 12.50, 5.00, p.m. Sunday,
215 p. m.

Allentown, 8.20 a. m., 12.50, 5.00, p.m.
2 Lip n. m.
For Pottsville, 8.20 a. m., 12.50 p. m.
Returning, leave New York, foot of Liberty street. North river, at 3.10 (express) a. m., 1.10, 1.30, 4.50 (express with Buffet parlor car) p. m. Sunday, 4.30 a. m.
Leave Philadelphia, Reading Terminal, 8.00 a. m., 2.00 and 4.30 p. m. Sunday, 5.27 a. m.
Through tickets to all points at lowest rates may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN,
Gen. Fass. Agent.

J. H. OLHAUSEN, Gen. Supt.



DELAWARE AND HUD
SON RAILROAD.
Commencing May 29, 1892, trains will run as follows:
Trains leave Bridge Street Station, Scranton, for Pittston, Wilkes-Barre, etc. 8:00, 1,25, 238, 4:10, 5:15, 6:15, 9:15 and 11:85 p. m.
For New York and Philadelphia, 8:00 a. m., 12:10, 1:25, and 11:39 p. m.

For New York and Philadelphia, 800 a. m., 12.19, 1.25,
2.38, 4.16 and 11.39 p. m.

For Honesdale (from Delaware, Lackawanna
and western depot), 7.00, 8.30, 10.10 a.m., 12.00
m., 2.17, 5.10 p. m.

For Carbondale and intermediate stations,
5.40, 7.00, 8.30, 10.10 a. m., 12.90 m., 2.17, 3.25, 5.10,
6.20 and 9.35 p. m., from Bridge Street Depot,
2.06 a. m., 2.17 and 11.25 p. m.

Fast express to Albary, Saratoga, the Adirondack Mountains, Boston and New England
points, 5.40 a. m., arriving at Albany 12.45,
Saratoga 2.20 p. m., and leaving Scranton at 2.17
p. m., arriving at Albany at 5.50 p. m., Saratoga, 12.55 a. m., and Boston, 7.00 a. m.

The only direct route between the coal fields
and Boston, "The Leading Tourists' Routa
of America" to the Adirondack Mountain resorts, Lakes George and Champlain, Montreal,
etc.

Time tables showing local and through train etc.
Time tables showing local and through train service between stations on all divisions Delaware and Hudson system, may be obtained at all Delaware and Hudson ticket offices.
H. G. YOUNG, J. W. BURDICK, Second Vice President. Gen. Pass Agt.

MAY 13, 1884.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 8 a.m., 1219, 2.38 and 11.35 p. m. via D., L. & W. R. R., 6.09, 8.08, 11.20 a. m., and 1.30 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D., L. & W. R. R., 6.09, 8.03, 11.20 a. m., 130, 3.50, 6.07, 8.0 p. m.

Leave Scranton for White Haven, Harleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via E. & W. V., 6.40 s.m., via D. & H. R. R. at 8 a.m., 12.10, 2.38, 4.16 p.m., via D., L. & W. R. R., 5.00, 8.08, 11.20 a.m., 12.30, 3.60 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediate points via D. & H. R. R. 8. as. m., 12.10, 2.38, 11.35 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 12.30 p.m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Ithaca, Geneva and all intermediate points via D. & H. R. R., 9.07 a.m., 12.10 and 11.30 p.m.

Leave Scranton for Rochester, Buffalo, Niggar, Falls, Detroit, Chicago and all points west via D. & H. R. R., 8.07 a.m., 12.10, 2.15, 11.51 p. m., via D. L. & W. R. R., 8.09 a.m., 12.10, 2.15, 11.51 p. m., via D. L. & W. R. R., 8.09 a.m., 12.10, 2.15, 11.51 p. m., via D. & H. R. R., 8.07 a.m., 12.10, 2.15, 11.51 p. m., via D. & L. & W. R. R., a.04 p. m., via E. & W. R. R., 8.07 a.m., 12.10, 2.15, 11.51 p. m., via D. & W. R. R., 8.07 a.m., 12.10, 2.15, 11.51 p. m., via D. & W. R., 2.41 p. m.

For Elmira and the west via Salamane, via F. P. & M. & R., 2.40 p. m., via D. & W. R., 2.41 p. m., via D. & W. R., 2.41 p. m., via D. & W. R., 2.41 p. m., via D. & W. R., via

THE REPUBLIC Savings and Loan Association will loan you money on easier terms and pay you better on investment than any other association. Call on S. N. CALLEN-DER, Dime Bank building

SEEDS.

G. B. CLARK & CO., Seedsmen. Florists and Nurserymen; store 146 Washington avenue; green house, 1350 North Main avenue; store telephone 782.

DELAWARE, LACKAWANNA AND
WESTERN RAILROAD.
Trains leave Scranton as follows: Express
for New York and ah points East, 1.60, 2.50,
b.15, 8.00 and 9.55 a. m.; 12.55 and 3.50 p. m.
Express for Easton, Trenton, Philadelphia
and the South, 5.15, 8.00 and 9.55 a. m.; 12.55
and 3.50 p. m.
Washington and way stations, 3.55 p. m.
Tobyhanna accommodation, 6.10 p. m.
Expr ss for Binghamton, Oswego, Elmira,
Corning, Bath. Dansville, Mount Morris and
Buffalo, 12.10, 2.15 a. m. and 1.24 p. m., making
close connections at Buffalo to all points in the
West, Northwest and Southwest.
Bath accommodation, 9 a. m.
Binghamton and way stations, 12.37 p. m.
Nicolon accommodation, at 6 p. m. and
6.10 p. th.

6.10 p. th. Binghamton and Elmira Express, 6.05 p.m. Express for Cortland, Syracuse, Oswego, Utica and Richfield Springs, 2.15 a.m. and 1.25

Utica and Richfield Springs, 2.15 a. m. and 1.24 p. m.
Ithaca, 2.15 and Bath 9a m. and 1.24 p. m.
For Northumberland, Pittston, Wilkes-Barre,
Plymouth, Bioomsburg and Danville, making
close connections at Northumberland for
Williamsport, Harrisburg, Baltimora, Washington and the South.
Northumberland and intermediate stations,
600, 9.55 a. m. and 1.59 and 6.07 p. m.
Nanticose and intermediate stations, 5.08
and 11.29 a. m. Plymouth and intermediate
stations, 3.59 and 8.52 p. m.
Pullman parlor and eleeping coaches on all
express trains.
For detailed information, pocket time tables,
etc., apply to M. L. Smith, city ticket office,
328 Lackawanna avenue, or depot ticket office,

NEW YORK, ONTARIO AND WESTERN RAILWAY CO. TIME TABLE IN EFFECT SUNDAY, JUNE 24. Trains leave Scranton for Carbondale at 8,30, 10.55 a.m. and 6 10 p.m. For Haucock Junction, 10.55 a.m. and 6 10 p.m. Trains leave Hancock Junction for Feranton, 6a.m. and 2.05 p.m. Trains leave Carbondale for Scranton at 7.21 a.m. and 8.34, 5.34 p.m.



205 203 201 202 204 206 Stations (Trains Daily, Rx-71 and Copt Sunday.) 

All trains run daily except Sunday.

f. signifies that trains stop on aignal for pas-Bengers.

\*\*Fecure rates via Ontario & Western before purchasing tickets and save money. Day and Ningt Express to the West.

J. C. Anderson, Gen. Pass. Agt.

T. Filteroft, Div. Pass, Agt. Scranton, Pa.

THE DICKSON MANUFACTURING CO Locomotives and Stationary Engines, Boilers, HOISTING AND PUMPING MACHINERY.

General Office, SCRANTON, PA.